

2007 SEASON

DECCLA

TECHNICAL REGULATIONS

English - Version 1 - 31.12.06

The following classes of motorbikes are valid for races organized by DECCLA:

- **Classic 250**
- **Classic 500**
- **Sport 250**
- **Sport 750**
- **Open**

Any matter concerning these rules and regulations and any matter relating to safety will be judged exclusively by the DECCLA Technical Committee.

These regulations only apply to events that are directly organized by DECCLA. They do not apply to other championships or sporting events outside the area of responsibility of DECCLA.

All motorbikes participating in events organized by DECCLA are subject to the technical and safety regulations outlined below.

Matters of a technical and/or safety-related nature will be decided upon by a technical inspector. All motorbikes participating in events organized by DECCLA must be scrutineered prior to the event in question and declared fit to race in accordance with these regulations. DECCLA is entitled to prohibit any motorbike that fails to meet the standards set by these regulations from taking part.

Please direct any questions pertaining to DECCLA regulations to the Technical Committee at mauro@deccla.com.

CLASSIC 250 Class

2 stroke: Up to 250 cc (single cylinder)
4 stroke: Up to 350 cc (single cylinder)

The internal preparation of the engine is subject only to the cylinder restrictions.

Wheels: Spoke wheels only
Maximum width = WM4 2.50", 18" or 19" only

Tyres: Maximum width = 120 mm

Brakes: Front axle: Drum
Rear axle: Drum

Rear shocks: Twin shocks only
Air fittings and remote or external reservoirs are not permitted

Forks: Maximum diameter = 35 mm, conventional types
Larger diameters are only allowed if present on the original model
External regulation is not permitted

Carburettor: Round slide type only
Exceptions: DELLORTO (only VHBZ and VHBT) and GARDNER

Race numbers: Black or green background, numbers in white

Chassis: Only original chassis or replica chassis with modifications that are not deemed significant are allowed. Additional reinforcements are permitted. Special period racing chassis are permitted as long as they are documented (Rickman, Seeley, etc.). Only original swingarms or unmodified replicas are permitted.

Age: Constructed up to 31/12/1969
Replicas of models constructed prior to this date are permitted.

IMPORTANT NOTE: All motorbikes participating in this class must strictly adhere to the look and feel of the original model. Any significant modification of the original model (for example, special swingarms, cylinders, cylinder heads, different clutches, etc.) must be documented (photographs, press articles, etc.) as being present in the period model.

Japanese motorbikes and motorbikes with Japanese engines are not permitted in this class

CLASSIC 500 Class

- 2 stroke: Up to 350 cc (single cylinder)
Up to 250 cc (two-cylinder)
4 stroke: All types up to 500 cc (single cylinder, two-cylinder, three-cylinder)

The internal preparation of the engine is subject only to the cylinder restrictions.

- Wheels: Spoke wheels only
Maximum width = WM4 2.50", 18" or 19" only
- Tyres: Maximum width = 120 mm
- Brakes: Front axle: Drum
Rear axle: Drum
- Rear shocks: Twin shocks only
Single rear shock only permitted if present in the original model.
Air fittings and remote or external reservoirs are not permitted.
- Forks: Maximum diameter = 35 mm, conventional types
Larger diameters are only allowed if present on the original model
External compression/extension brake regulation is not allowed, whether manual or air.
Spring preload regulation is permitted.
- Carburettor: Round slide type only
Exceptions: DELLORTO (only VHBZ and VHBT) and GARDNER
- Race numbers: Yellow background with black numbers or blue background with white numbers.
- Chassis: Only original chassis or replica chassis with modifications that are not deemed significant are allowed. Additional reinforcements are permitted. Special period racing chassis are permitted as long as they are documented (Rickman, Seeley, etc.). Only original swingarms or unmodified replicas are permitted.
- Age: Constructed up to 31.12.72
Replicas of models constructed prior to this date are permitted.
- IMPORTANT NOTE: All motorbikes participating in this class must strictly adhere to the look and feel of the original model. Any significant modification of the original model (for example, special swingarms, cylinders, cylinder heats, different clutches, etc.) must be documented (photographs, press articles, etc.) as being present in the period model.

All makes of motorbike are permitted in this class

SPORT 250 Class

2 stroke: All types up to 250 cc (single cylinder, two-cylinder, three-cylinder, four-cylinder)
4 stroke: All types up to 350 cc (single cylinder, two-cylinder, three-cylinder, four-cylinder)

The internal preparation of the engine is subject only to the cylinder restrictions.

Wheels: Spoke or cast wheels
Maximum width = WM4 2.50", 18" or 19" only

Tyres: Maximum width = 120 mm

Brakes: Front axle: Drum or single disc
Rear axle: Drum or disc
Maximum disc diameter = 260 mm
Discs are only permitted with cast wheels.
Front brake pump with ROUND RESERVOIR ONLY
Brake levers and clutches must be non-regulating
Each calliper may have a maximum of TWO pistons

Shocks: Twin shocks only
Single rear shock only permitted if present in the original model.
Air fittings and remote or external reservoirs are not permitted

Forks: Maximum diameter = 35 mm, conventional types
Larger diameters are only allowed if present on the original model
External compression/extension brake regulation is not allowed, whether manual or air.
Spring preload regulation is permitted.

Carburettor: Round slide type only
Exceptions: DELLORTO (only VHBZ and VHBT) and GARDNER

Race numbers: Green background with white numbers

Chassis: Only original chassis or replicas of original models may be used.
Modifications to original chassis (shortening pipes, adding reinforcements, changing height) are permitted. Modifying or changing original swingarms is permitted.

Age: Constructed up to 31/12/1979
Replicas of models constructed prior to this date are permitted.

Japanese motorbikes and motorbikes with Japanese engines are not permitted in this class

SPORT 750 Class

- 2 stroke: All types up to 500 cc (single cylinder, two-cylinder, three-cylinder)
4 stroke: All types up to 750 cc (single cylinder, two-cylinder, three-cylinder)
The internal preparation of the engine is subject only to the cylinder restrictions.
- Wheels: Spoke or cast
Maximum width of front wheel = WM4 2.50", 18" or 19" only
Maximum width of rear wheel = WM5 3.00", 18" or 19" only
- Tyres: Maximum width = 130 mm
- Brakes: Drums or discs
Maximum disc diameter = 300 mm
Front brake pump with ROUND RESERVOIR ONLY
Brake levers and clutches must be non-regulating
Each calliper may have a maximum of TWO pistons
- Shocks: Twin shocks only
Single rear shock only permitted if present in the original model.
Air fittings and remote or external reservoirs are not permitted
- Forks: Maximum diameter = 38 mm, conventional types
Larger diameters are only allowed if present on the original model
External compression/extension brake regulation is not allowed, whether manual or air.
Spring preload regulation is permitted.
- Carburettor: Round slide type only
Exceptions: DELLORTO (only VHBZ and VHBT) and GARDNER
- Race numbers: White background with black numbers or yellow background with black numbers
- Chassis: Only original chassis or replica chassis with modifications that are not deemed significant are allowed. Additional reinforcements are permitted. Special period racing chassis are permitted as long as they are documented (Rickman, Seeley, etc.). Only original swingarms or unmodified replicas are permitted.
- Age: Constructed up to 31/12/1979
Replicas of models constructed prior to this date are permitted.

IMPORTANT NOTE: All motorbikes participating in this class must strictly adhere to the look and feel of the original model. Any significant modification of the original model (for example, special swingarms, cylinders, cylinder heats, different clutches, etc.) must be documented (photographs, press articles, etc,) as being present in the period model.

All makes of motorbike are permitted in this class

OPEN Class

2 stroke: All types up to 750 cc (single cylinder, two-cylinder, three-cylinder, four-cylinder, six-cylinder)
4 stroke: All types up to 1200 cc (single cylinder, two-cylinder, three-cylinder, four-cylinder, six-cylinder)

The internal preparation of the engine is subject only to the cylinder restrictions.

Wheels: Spoke or cast wheels
Maximum width of front wheel = 2.75", 18" or 19" only
Maximum width of rear wheel = 3.50", 18" or 19" only

Tyres: Maximum width = 150 mm

Brakes: Drums or discs
Maximum disc diameter = 300 mm
Each calliper may have a maximum of TWO pistons
Front brake pump with ROUND OR SQUARE RESERVOIR
Brake levers and clutches must not have remote regulation systems

Rear shocks: Twin shocks only
Single rear shock only permitted if present in the original model.
External reservoirs are not permitted.

Forks: Maximum diameter = 42 mm, conventional types
External regulation is permitted.

Carburettor: Any

Race numbers: White background with black numbers

Chassis: Only original chassis or replicas of original models may be used.
Modifications to original chassis (shortening pipes, adding reinforcements, changing height) are permitted. Special period racing chassis are permitted as long as they are documented (Rickman, Seeley, Motoplast, etc.). Changing or modifying original swingarms is permitted.

Age: Constructed up to 31.12.82
Replicas of models constructed prior to this date are permitted.

GUZZI motorbikes may not have square-cylinder engines.
Only round-cylinder and cylinder heads are permitted. Cylinders and cylinder heads that have been rounded by means of mechanization are not permitted.

All makes of motorbike are permitted in this class

General norms and conditions for all classes

1 - Engine and gears

- 1.1 Turbo or supercharged engines are not allowed.
- 1.2 You may change the internal parts of the engine or gearbox as long as you respect the cc restrictions for each class.
- 1.3 The external appearance of the engine must strictly respect the original model.
- 1.4 The use of an airbox or any other type of pressure box for the intake system is not permitted.

2 - 2 stroke exhaust system

- 2.1 You may use any exhaust system as long as it is in keeping with the age of the motorbike.
- 2.2 If you fit a racing exhaust system, silencers must be used.

3 - 4 stroke exhaust system

- 3.1 You may use any exhaust system as long as it is in keeping with the age of the motorbike.
- 3.2 The scrutineering team is entitled to reject any motorbike with an exhaust system with sharp or jagged edges that might prove dangerous.

4 - Chassis and swingarm

- 4.1 The use of titanium, carbon fibre, and Kevlar is prohibited for chassis and swingarms. Aluminium is permitted in cases where it can be proven that the original model used aluminium components.

5 - Bodywork and accessories

- 5.1 The look and feel of the motorbike must reflect the classic period and the spirit of period racing.
- 5.2 A number plate must be mounted onto to the front of the motorbike. This plate can be square, circular, or oval and must adhere to the minimum dimensions stated in these regulations.
- 5.3 Fairing, partial fairing, and fly screens must be in keeping with the classic look and feel and must be in keeping with components used in the classic era. The same is true for tanks, seats, and mudguards.
- 5.4 It is obligatory to mount a front mudguard except for motorbikes with built-in fairing.
- 5.5 For all classes, the HEADLAMP, REAR LIGHT, FLASHERS, MIRRORS, REGISTRATION PLATE, AND CENTRE AND SIDE STANDS must be removed.
- 5.6 Carbon fibre may only be used for bodywork components (mudguards, tanks, fairing,

seat, and number holder) and must always be painted.

- 5.7 Flat bars and one-piece handlebars are not permitted. Only clip-ons may be used.
- 5.8 In the Classic 250, Classic 500, Sport 250, and Sport 750 classes, only front exit throttle levers are permitted. Side exit throttle levers are permitted in the Open class.

6 - Brake systems

- 6.1 Floating and semi-floating brake discs are not allowed. Only fixed brake discs may be used (exception: Norton Commandos may use the original floating disc).
- 6.2 Front brake pumps may not have a separate reservoir or brake levers and clutches that have manual regulation of the distance between the lever and the handle. Separate reservoirs may be used for rear pumps.

7 - Tyres

- 7.1 Tyres may be normal road tyres, sport tyres, or racing tyres. Slicks, hand cut slicks, or special wet-weather tyres are not permitted.

8 - Carburetion

- 8.1 Any carburettor may be used as long as it is a period model in keeping with the motorbike in question or a replica of the original model.
- 8.2 In the Classic 250, Classic 500, Sport 250, and Sport 750 classes, the use of guillotine or flat-slide carburettors and of power jet carburettors is not permitted (DELLORTO VHBZ and VHBT square slide carbs and all GARDNER carbs are permitted).

9 - Cast wheels

- 9.1 Cast wheels are permitted in certain classes if they were used for the original model or if they were used on the original model for racing. The dimensions stated for each class must be adhered to.

10 - Racing numbers

- 10.1 The racing numbers and mounting must adhere to the minimum dimensions stated and must be attached to the front and both sides of the motorbike.
- 10.2 Front
 - Mounting: Minimum height = 200 mm, minimum width = 250 mm
 - Numbers: Minimum height = 140 mm, minimum width = 80 mm
- 10.3 Side
 - Mounting: Minimum height = 160 mm, minimum width = 140 mm
 - Numbers: Minimum height = 100 mm, minimum width = 50 mm
- 10.4 The style of numbers used should reflect the look and feel of the classic motorbike in question.
- 10.5 If the number is made up of more than one number, both numbers must be positioned

on the same line.

- 10.6 The organizers reserve the right to assign racing numbers to each participating team or rider.

11 - Safety

- 11.1 All plugs, caps, and covers on liquid-bearing parts must be lock wired.
- 11.2 All brake stay bolts on drums and on rear pistons must be lock wired.
- 11.3 4 stroke motorbikes must be fitted with a safety tray for oil as outlined in FIM rules. It must be able to contain at least half the quantity of oil contained in the sump (or in the separate reservoir in the case of dry sumps).
- 11.4 Oil and gasoline lines must be in very good condition and must be safety clamped and lock wired or secured with metal or metallic materials (not plastic).
- 11.5 All breathers and evaporators (engine sump, gearbox, tank, battery, water tank) must end in one or more vertically mounted containers with a minimum capacity of 250 cc.
- 11.6 Brake levers must be rounded at the ends.
- 11.7 Throttle levers must automatically return to the closed position.
- 11.8 The front mudguard must be mounted in a secure manner. The edging of metal mudguards must be rounded.
- 11.9 Brake and gear levers and footrest must have rounded edges. Sharp edges are not allowed.
- 11.10 There must be no give on the steering, swingarm, and wheel bearings.
- 11.11 All motorbikes fitted with drive chains must have a safety cover fitted on the lower part of the swingarm at the height of the rear crown as outlined in FIM regulations.
- 11.12 All motorbikes must have a kill switch fitted in a position where it can be easily activated when the engine is on.
- 11.13 Two-piece leathers are permitted as long as the two pieces are joined together with a zipper.
- 11.14 Full-face helmets of the type approved by the FIM for racing (double-ring safety locking) must be worn. Click-locking helmets may not be worn.

It is strongly recommended that all participants check the general state of their tyres and the general functioning and state of both their motorbikes and their personal protective equipment (leathers, gloves, helmet, and boots).